

R. P. TAYLOR
Steamer.

Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 2050. 日三月二十日七十二年光 SATURDAY, FEBRUARY 1, 1902.

六拜禮

歲一月二莫禮

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 21,000,000
CAPITAL PAID UP ... 18,000,000
CAPITAL UNCALLED ... 6,000,000
RESERVE FUND ... 8,510,000

Head Office—YOKOHAMA.

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TOKIO. KOBE.
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LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
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HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposits at 12 months at 5 per cent.
" " 6 " 4 "
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TARO HODSUMI,

Manager.

Hongkong, 21st January, 1902.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

CAPITAL PAID UP ... £800,000
RESERVE LIABILITY OF SHARE
HOLDERS ... £800,000
RESERVE FUND ... £275,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.
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" 3 " 3 "

T. H. WHITEHEAD,

Manager.

Hongkong, 9th July, 1901.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taeh:
SUBSCRIBED CAPITAL ... 5,000,000
PAID-UP CAPITAL ... 2,500,000
Head Office—SHANGHAI.

Branches and Agencies.
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Bills Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months.
" " 6 "
" 12 "
" E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901.

Intimations.

TAILORING DEPARTMENT.

WINTER SEASON.

RACING SEASON.

Scotch Tweeds, Angolas, Cashmeres, Serges, Harris Tweeds, Newmarket Coatings, Silk-warp Racing Breeches Material, Fancy Vestings, Khaki Serges, Improved Pigskin Puttee Leggings.

LANE, CRAWFORD & CO.

Hongkong, 31st December, 1901.

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Hyogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.

PATENT CORKING.

SIEMSSSEN & CO.,

Sole Agents, Hongkong and South China.

776c

Code Used:
A and A.D.C. 4th Edition.

E. C. WILKS & CO.,
MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and Specifications Prepared.

Office 9, Queen's Road Central.

[1214c]

Intimations.

BEEF TEA versus BOVRIL.

BEEF TEA.

"Were it possible to furnish the market, at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to extractum carnis, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage.

BARON LIEBIG,
Discoverer of Liebig's Extract, in
The Lancet, Nov. 11, 1865.

[287c]

BOVRIL

Was invented to realize Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh—as all Meat Extracts and Beef Teas do—but also the nourishing properties of flesh, which Meat Extracts and Beef Teas do not. This has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea) and then adding albumen and fibrine, procured from the flesh of other oxen roasted and finely ground to powder; the combination is Bovril.

[287c]

(See Special Advertisement.)

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PORTS	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	Canton	C. L. Daniel	About 1st Feb.	Freight or Passage.
LONDON	Shanghai	E. Spicer, R.N.R.	Noon, 7th Feb.	Freight or Passage.
SINGAPORE &	Pekin	F. J. Fox	About 10th Feb.	Freight only.
BOMBAY				
YOKOHAMA	Canton	C. F. Lockstone, R.N.R.	About 13th Feb.	Freight or Passage.
LONDON, &c.	Parramatta	R. T. Cook, R.N.R.	Noon, 15th Feb.	Freight or Passage.
SHANGHAI	Balalaat	R. A. Peters	About 15th Feb.	Freight or Passage.

[287c]

(Calling at PENANG and COLOMBO if sufficient inducement offers).

via SHANGHAI, MOJI and KOSE.

[287c]

(Passing through the Inland Sea).

[287c]

FOR MARSEILLES, PLYMOUTH AND LONDON.

DIRECT WITHOUT TRANSHIPMENT.

S.S. "ORIENTAL" ... 558 Tons

S.S. "MALTA" ... 566 Tons

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st February, 1902.

[14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKALINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

*PREUSSEN. WEDNESDAY, 5th February.

*HAMBURG. WEDNESDAY, 10th February.

*SACHSEN. WEDNESDAY, 5th March.

*KAUTSCHOU. WEDNESDAY, 19th March.

*STUTTGART. WEDNESDAY, 2nd April.

KONIG ALBERT. WEDNESDAY, 16th April.

PRINZESS IRENE. WEDNESDAY, 30th April.

PRINZ HEINRICH. WEDNESDAY, 14th May.

PREUSSEN. THURSDAY, 28th May.

HAMBURG. THURSDAY, 12th June.

SACHSEN. THURSDAY, 26th June.

KAUTSCHOU. THURSDAY, 10th July.

STUTTGART. THURSDAY, 24th July.

BAYERN. THURSDAY, 7th August.

STUTTGART. THURSDAY, 21st August.

* Calling at AMSTERDAM. * Steamers of the Hamburg-Amerika Line.

SAILING DATES.

WEDNESDAY, 5th February.

WEDNESDAY, 10th February.

WEDNESDAY, 5th March.

WEDNESDAY, 19th March.

WEDNESDAY, 2nd April.

WEDNESDAY, 16th April.

WEDNESDAY, 30th April.

WEDNESDAY, 14th May.

THURSDAY, 28th May.

THURSDAY, 12th June.

THURSDAY, 26th June.

THURSDAY, 10th July.

THURSDAY, 24th July.

THURSDAY, 7th August.

THURSDAY, 21st August.

* Calling at AMSTERDAM. * Steamers of the Hamburg-Amerika Line.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1902.

[6]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

[16]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

* For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

Intimations!

OXO

helps the Cook to cook
as she should cook.
There is more beef con-
centrated in a pound of
OXO than in a pound
of any other food in the
world.

OXO

is the genuine
LIEBIG COMPANY'S EXTRACT.

AGENTS:

WATKINS,
LIMITED,
APOTHECARIES HALL.

ERATED WATER FACTORY,
Masons Lane.

Hongkong, 7th January, 1902. [714c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [714d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 P Cask of 375 lbs. Net ex Factory.
\$3.30 P Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1902. [10]

Masonic.

VICTORIA L CHAPTER,
No. 525, E.C.

A REGULAR CONVOCATION of the
above CHAPTER will be held in the
FREE-MASONS' HALL, Zetland Street, on
MONDAY, the 3rd February, at 8 for 8.30 p.m.
Members are requested to notice the earlier
hour of Meeting.

Hongkong, 23rd January, 1902. [97d]

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above
LODGE will be held at the FREE-
MASON'S HALL, Zetland Street, on SATURDAY,
the 7th February, at 8.30 for 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.

Hongkong, 27th January, 1902. [112d]

THE RACES.

HANDSOME BLACK IMITATION
CARACUL AND SEAL COATS
VERY LATEST STYLES,
CLOTH CAPES AND JACKETS
IN GREAT VARIETY,
MOST FASHIONABLE SHAPES.
NEW DRESS GOODS FOR THE PRESENT
SEASON.

MILLINERY

will arrive by s.s. "Sanuki Maru" about 30th
January, Silks per s.s. "Bombay," 28th instant.

WM. POWELL, Ltd.

Hongkong, 28th January, 1902.

BANJOS

STEWART AND BAUER'S
"20th Century" and "Thoroughbred"
also

"WASHBURNS."

MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore. [55c]

London, 28th January, 1902.

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may say I am very glad indeed of the opportunity to see something of these institutions, because I take an immense interest in—I might say I have an immense love for—Hongkong, where I have spent now three exceedingly happy years. Therefore I welcomed with great pleasure the invitation to come here and learn something which otherwise, as the General Officer Commanding the Troops, I should not have been able to learn of the civil institutions in the Colony. Well, from what I have seen and from what I have heard and from what I have read of this school, I certainly do not hesitate to say that it gives me immense pleasure to have come here amongst you and seen the good work being done here; I do not hesitate to say it is a matter of great astonishment and great surprise to me to see the excellent work that is being carried out and that has been carried out in this Diocesan School. (Applause.) I can only say that to my mind, it reflects the highest credit on Mr. Piercy, and as I understand that Mrs. Piercy—has been told so—takes an immense personal interest in the comfort and welfare of the boys, I congratulate Mrs. Piercy also on the success that has attended her kind efforts. (Applause.) As Mr. Piercy has just said, he lately came back from along four hours, and it is only fair, as he himself most modestly and most properly said, to give full credit in the successful working of this institution to Mr. Sykes (Applause.) I congratulate all the masters under Mr. Piercy. I think that all of them must have shown an enormous amount of zeal and energy to have brought things to the state in which I see them, and which the mere fact of these prizes having been won goes to prove. I congratulate you boys also with all my heart, not only those who have won prizes, and to whom I have had the pleasure of handing them, but also those who have not won prizes and who I hope will endeavour to win them on a future occasion. I hope you will look upon them not only as prizes in this school, but as prizes towards that bigger school which in after life we have all got to into from school. (Applause.) There is one point that has struck me very much indeed. Last night, when I received Mr. Piercy's report, I was studying it. Now, you know I am a soldier by profession, and I have been a soldier all my life, and my experience of soldiers—and I say the same equally about sailors—is that they are always taught to know that the first things they have to learn are "duty" and "religion." I read with an immense amount of pleasure last night that this Diocesan School not only conveys its secular teaching, but mixes it with religion. Well, I may say that that was the strongest inducement in bringing me here. When I read that last night I was astonished; Christian and religious training is an enormous thing to inculcate in a school of mixed nationalities such as this. It cannot fail for one thing, to bring us all more together, and as duty and religion invariably go hand in hand, it must unquestionably be the first and most important factor in the well-being of the institution. (Applause.) I say to you Chinese boys too that I have learnt another thing and that is: I observed that in 1900, when the Lord Bishop himself was performing the function I have had the pleasure of doing to-day, distributing the prizes, he said he had been immensely struck with the fact of the amount of interest and energy that the Chinese boys evinced in acquiring the English language. Well, from what I can learn from the report, that interest and that keenness have rather increased than diminished, and I wish to congratulate you Chinese boys on that fact. I congratulate ourselves also, because I am perfectly certain of this—that the more the study of the English language can be accepted by the Chinese, and the more they can work it up, the more they will learn thoroughly that our English institutions, our English laws, our English ways of taking affairs in life, are all governed by and start from the one word "justice." Therefore, more than can thoroughly learn the language and recognise that we are brothers together here where the flag of England floats, the better it will be both for them and for us. (Applause.) Well now, boys, I have made my little speech and told you about the first teachings of a soldier, and now I am going to speak to you more as a friend to friends. I have been very glad indeed to see another thing here, which was brought to my notice in giving the prizes away, and that is that sports and games are not forgotten in this institution. There is nothing, believe me, that makes a man a better man, physically and morally, than to devote a certain portion of his time to field sports, and so I am glad to see that part of your instruction is not forgotten in this institution. Well now, it is the first time I have had the opportunity of giving the prizes away, and as I say, it has been a very great pleasure to me. Now, as it is the first time you have seen me here, and as possibly it will be the last—although I shall endeavour to come again, even in a minor capacity, in order to watch you—I should like to ask for a favour. I may be encroaching on dangerous ground, and if so the Lord Bishop and Mr. Piercy must overlook the matter and refuse my request. Now, boys, you are going away on your holidays, and I shall venture to ask for a small extension of them—just two or three days extra, and if my request is granted you may have pleasure in the enjoyment of your holidays—in reflecting that the extra two or three days were got at the request of General Gascoigne. (Loud applause.)

After cheers for Major-General Gascoigne, Bishop Horne, informed the scholars that, in deference to His Excellency's wishes, the holidays, which commenced that day would extend to the 4th of March, not to the 1st, as was originally intended. The announcement was received with loud cheers.

The proceedings were terminated, by the singing of "God Save the King."

MESSRS. COTTAM & CO. for DRESS SHIRTS, TIES and WHITE KID GLOVES.

THE COMING PROMENADE CONCERT.

We give below the programme of the first of the two-promenade concerts, to be given at the Theatre Royal, City Hall on the 3rd instant. Our readers will see that the concert promises to be a most enjoyable one and is a distinctly new departure for Hongkong.

THEATRE ROYAL CITY HALL

First Promenade Concert in aid of the widow of the Late Colour Sergeant Kirby, R.W.F., February 3rd, 1902. Commencing at 9 p.m.

At 8.45 p.m. and during the interval the Band of the 2nd Bombay Infantry, will play popular selections outside the theatre.

Selections..... Band 2nd Bombay Infantry, "Patience"..... Sullivan,

"Runaway Girl"..... Caryll,

"My love is but a lassie yet" Pipers, H.S.B.R.A.

PART I. Italia in Algeria..... Rossini, Orchestra (Conductor J. H. Moir, B.M., R.W.F.)

Song..... The Sex hath its pearl..... Maud Valerie White,

Mr. P. W. Goldring,

Song, a. Chanson Espagnole, The Girl of Cadiz, La Delibes, b. Because I love you Dear..... C. B. Hawley,

Mrs. Anderson,

Piccolo Solo..... Sylvia, La Thiere Bandurria, Mackie, R.W.F., (Conductor J. H. Moir, B.M., R.W.F.)

Song..... Vulcan's Song (Dilemma at Band).... Gounod,

Mr. C. H. P. Hay,

Song (Comic)..... Isabella..... Mr. E. G. Jordan,

Intermezzo..... Lion du bal..... Ernest Gillet,

(Conductor, H.M.S. Terrible)

PART II. Overture..... Tancredi..... Rossini, Orchestra (Conductor, B.M., H.M.S. Orlando)

Song..... The Deathless Army..... Trotter, Mr. W. J. Terrill,

Song..... Killarney..... Mrs. Madie,

Violin Solo..... Cavalina..... Radf., Mr. C. H. Dale, R.W.F.

Song, "Ombo Fernando" (from "La Favorita").... Donizetti,

Song (Parody)..... Mary of Argyl..... Mr. E. G. Jordan,

Descriptive..... Turkish Patrol..... Merhatlin, Orchestra (Conductor, H.M.S. Terrible)

Interval (Promenade). Band 2nd Bombay Infantry,

Pipers H.K. and S.B.R.A.

God Save The King.

IDYLLS OF HONGKONG.

There's a fellow in Hongkong,
Horrid thing!
Who has ogled me for long,
Horrid thing!
Thinks he I'm of favours free,
Glances throw to such as he?
What a coxcomb he must be
Horrid thing!
Now I know him, I can snub;
Horrid thing!
Introduced at Ping Pong club,
Horrid thing!
Did he mark my deep disdain?
Guess I made my meaning plain,
He won't ogle me again,
Horrid thing!
Only yester even he,
Horrid thing!
Impudently challenged me,
Horrid thing;
Murmured he, "What is it love?"
Horrid thing!
Then I whispered "Have a care!"
Eyed him with a sly stare;
And the silly did'nt dare!
Horrid thing!

DOLLY.

THE CANTON OPIUM CASE.

FURTHER HEARING.

(From Our Own Reporter.)

CANTON, January 31st.

The court appointed to hear the above case resumed at 10 a.m. Present:—Messrs. Li Che and Kao Kuan Lan (the Hoppe's Weiyuens); F. A. Carl, Esq. (Commissioner of Customs, Lappa), Mons. Hardouin (Consul de France), Mr. H. Piry, of Piry & Co., the defendant firm attended. Mr. L. A. Byworth, Harbour Master at Canton was also present.

Mr. Piry explained that his brother was very busy, but as he was a partner in the firm and the manager in Hongkong he appeared to represent the firm. The whole case was virtually recommended, Mr. Carl reading the charge as given by us yesterday.

Mons. Hardouin explained that according to the Treaty the fact of a seizure being made must be communicated at once to the Consul, and said that he had only received the notice seven days after the event. He raised an objection on the point that no examination of the goods seized should be made before the French Consul is notified. He also pointed out that the notification had been sent to Mr. Piry.

Mr. Carl read out the rules governing an investigating commission.

Messrs. Cottam & Co. for THE LATEST STYLES in "TRESS & CO'S FELT HATS".

Mons. Hardouin said that any regulations made subsequent to the Treaty, could not govern the clauses in the Treaty.

A copy of the permits to the *Sang Li* to export 22 cases of opium from Hongkong was put in.

In reply to Mons. Hardouin the Commissioner said that evidence would be brought to show that five chests had been transhipped and could not be produced.

Mr. Piry wished to know if the missing five chests were alleged to be the identical ones noted in the permits.

Mr. Carl. Yes.

The Hoppe's letter to the Consul was produced and a translation into French was read.

Mons. Hardouin was surprised that an official translation of this document was not before the Court.

Mr. Carl said they could not accept Mr. Piry's translation.

Mons. Hardouin said the Hoppe's letter was the true charge and was not exactly identical with the charge read by the Commissioner.

Mr. Carl again read the rules governing the investigation as to the method of procedure.

Mons. Hardouin's contention was that no French property could be seized without notifying the French Consul and if the rules and regulations were at variance with the Treaty they were then null and void.

Mr. Carl said his instructions were to try this case under the rules governing these commissions.

Mons. Hardouin said that the Hoppe's letter was his official document and not the charge as read by Mr. Carl.

It was at length agreed that the Hoppe's letter should be put in Court and accepted as the charge to be proved by the Customs witnesses if possible.

The validity of the permits was acknowledged. But whether the whole number of cases of opium mention had been shipped was disputed.

Mr. Carl said that the defendant should produce evidence to that effect.

Mr. Piry said the evidence of the prosecution should be brought forward first.

Mr. Carl disputed that the whole of the case rested on communication from the Harbour Master at Hongkong and pointed out that it was not so.

Mr. E. Wolfe, as the first witness, gave evidence as yesterday, pointing out the spot on the chart where the launch was seized. He left Lappa in charge of the *Lung Ching* about 3.30 p.m. on the 28th May, and anchored at Hon Pon Moon about 9.30 p.m. on the same evening. He engaged a fishing junk and put his first officer, Mr. J. Thronstad, with some sailors on board. He sent sailors ashore to keep a look out and on the following day they reported firing. He weighed anchor and steamed in the direction and sighted a launch. She was flying no flag. He blew two whistles, then fired a blank shot, and as she would not stop, sent two 6 pdr. shells across her bows. He boarded the launch about 3 p.m. and found chests of opium broken open. He afterwards picked up Mr. Thronstad, who said that the launch had dumped its packages of opium into a native boat. He cross-questioned some of the crew but most of them said they had been asleep. He transferred the opium from the *Sang Li* to the *Lung Ching* for safe keeping.

To Mr. Piry through the French Consul he said:—The men from the hill reported firing from the direction of and on steering in that direction sighted the *Sang Li* about 2 p.m. and boarded her about 3.30 p.m. She had no flag flying at the time he sent to bring her to.

Mr. Piry tried to show there was no chase and that the *Sang Li* did not try to get away from the *Lung Ching*.

To Mr. Hardouin:—The witness did not know that the *Sang Li* had been smuggling when he boarded her. His officer later joined him at 4.30 p.m. and informed him that the *Sang Li* had dumped opium into a native boat. He had information previously that the conduct of the *Sang Li* was suspicious. The *Sang Li* draws eight feet of water and was stirring up the mud in the passage. He chased a hakka boat into 3 feet of water; the occupant jumped overboard and dragged up the boat. The witness fired one shot at him but he got away. It was about five o'clock when he chased the hakka boat. His officer had fired on the hakka boat, but his junk was becalmed and the smuggling craft was propelled by oars and they got away. The witness fired from the *Lung Ching* at the haka from about 3000 yds. He boarded the launch with his boatswain, having four men alongside in his gig. The men sitting on the opium chests made a rush at him but he kept them at bay with his revolver. He afterwards took 6 men back on board the Customs cruiser.

He questioned them as to what the launch had been doing. One of the men made a written statement that opium had been dumped. The witness did examine the captain of the *Sang Li* at the time he took the six men.

Two chests of the opium as found on the launch were produced in Court. Mr. Piry explained that the packing is done in this way by his Company for the convenience of his customers.

Mons. Hardouin explained the position of Messrs. Piry & Co. in the opium trade.

Mr. Piry said he would produce evidence to show that the cases had been opened after being seized.

In reply to the Consul, Mr. Piry said he had been in the firm since June.

At this juncture Mr. Carl pointed out that Mr. Piry was making a statement and should be sworn, but it was not insisted on. Mr. Piry made a statement that they took no particular trouble about marking the chests.

The Court adjourned for fifteen minutes.

Messrs. Cottam & Co. for the LATEST STYLES in "TRESS & CO'S FELT HATS".

Entertainments.

THEATRE ROYAL, CITY HALL.

PROMENADE CONCERTS.

In Aid of the Widow of the Late Colour Sergeant Kirby, R.W.F.

MONDAY AND TUESDAY, 3rd and 4th February, Commencing at 9 P.M.

Under the Distinctive Patronage of H.E. General Sir W. J. GASCOIGNE, K.C.M.G., Commodore POWELL, C.I.

Large Orchestra, composed of Naval and Military Bands, kindly lent by the Officers.

The following Ladies and Gentlemen are kindly giving their services.

Mrs. Anderson, Messrs. Hay,

Brown, Terrell,

Gordon, Goldring,

Mudie, Jordan,

Ward, Ward,

Grimble, Lammet,

Emil Daneberg,

Accompanists, Conductors, Bandmasters.

Messrs. Ward, H.M.S. Terrible.

Grimble, Orlando,

and Batt, R.W.F.

Bands will play outside Theatre for 15 minutes before the Performances and during the Intervals.

Change of Programme each night.

Bappines, H.K. and S.B.R.A.

Second Night Band, 5th Hydrobar Contingent,

Native "Dholak Munjor."

Given by 2nd H.

Booking at ROBINSON PIANO CO. for Dress Circle \$2. Tickets for Promenade will be sold at the Entrance of Theatre, Hongkong, 31st January, 1902.

[132d]

CITY HALL.

BOXING.

Under the Distinguished Patronage of Rear Admiral GREENFELL, C.M.G., R.N.

WEDNESDAY, February 5th, 1902.

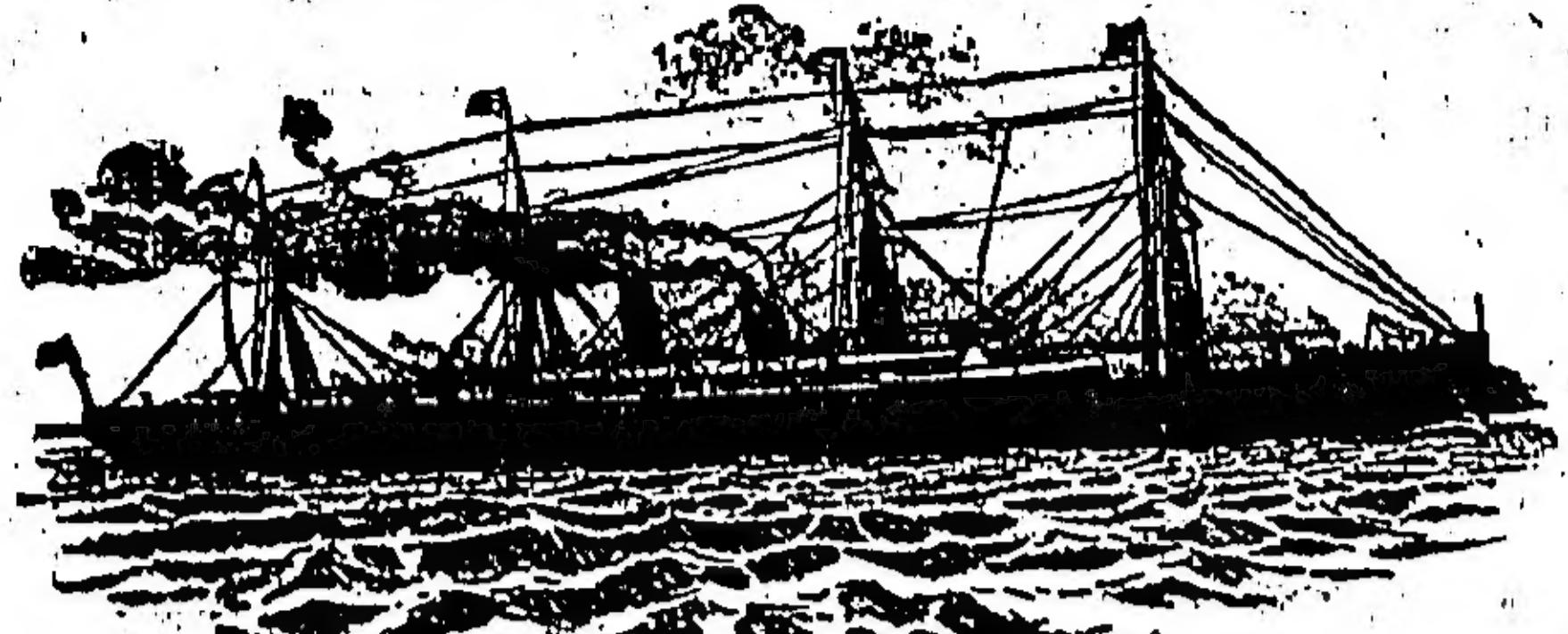
SAILOR SMITH, v. SAM BENTLEY, H.M.S. Whiting, Kowloon Depot.

Will box the best of 15 rounds with 4 oz. gloves for the MIDDLE WEIGHT CHAMPIONSHIP of Hongkong, a PURSE OF \$600 and a STAKE of \$250 A SIDE.

<p

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 4th February, at Noon.
"AMERICA MARU"	TUESDAY, 11th February, at Noon.
"CITY OF PEKING"	TUESDAY, 18th February, at Noon.
"GAELIC"	FRIDAY, 28th February, at Noon.
"HONGKONG MARU"	SATURDAY, 8th March, at Noon.
"CHINA"	

THE O. & O. Company's Steamship "COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 4th February, at NOON, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destinations the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing; Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same required.

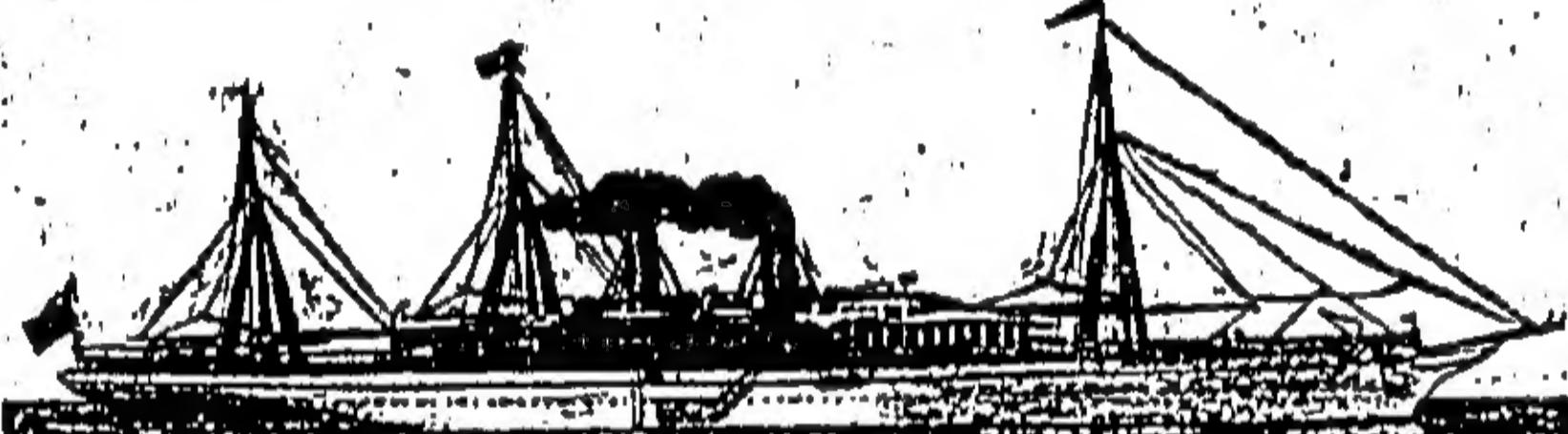
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 25th January, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1902

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power. Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA ... Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 12th February.
ATHENIAN* ... Comdr. H. Mowatt	WEDNESDAY, 26th February.
EMPEROR OF JAPAN ... Comdr. H. Pybus, R.N.R.	WEDNESDAY, 12th March.
EMPEROR OF CHINA ... Comdr. R. Archibald, R.N.R.	WEDNESDAY, 2nd April.
TARTAR ... Comdr. E. Beetham, R.N.R.	WEDNESDAY, 16th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the Voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 29th January, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRAUDTAMPFER DIENST.

(Taking Cargos at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
AMBRIA	HAVRE, BREMEN and HAMBURG.	12th Feb.	Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO).		
C. ERD LAEISZ.	HAVRE and HAMBURG.	26th Feb.	Freight.
Fuchs	(Calling at SINGAPORE and PENANG).		
ANDALUSIA	HAVRE and HAMBURG.	13th Mar.	Freight.
von Drehen	(Calling at SINGAPORE and COLOMBO).		
KONIGSBERG	HAVRE and HAMBURG.	27th Mar.	Freight and Passengers.
Christiansen	(Calling at SINGAPORE and PENANG).		
HAMBURG.	HAVRE and HAMBURG.	10th April.	Freight.
Zurichsen	(Calling at SINGAPORE and COLOMBO).		

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 22nd January, 1902.

A MATTER OF ARRANGEMENT.

A ROMANCE OF HONGKONG.

BY LEO D'OLIVER (DOLLY).

Ted Lester threw aside his paper and stretched himself with every muscle tense, then as his eye lit on Jack Grantham easily esconced in a chair at the other end of the club-room, his limbs as suddenly relaxed, as he rose and strolled across to his chum, "Jack old man, I've an invite for you, and you've just got to accept it. Cos why? Oh because I've already accepted for you. How on earth do you expect me to make my stay at Hongkong a pleasant one, if you will persist in acting the unsociable bear?"

"Thanks," Grantham sniffed a yawn, "I really fail to see how you can make my stay here any more pleasant than by just letting me roost in this very excellent club of yours!"

"Lazy beggar!" ejaculated Lester.

"And whose invite may I ask, has my friend so accomodately accepted for me?"

Ted Lester pulled a chair up and commenced his explanations with the air of one certain of his hearer's gratitude.

"Mrs. Vance's old chap, I'm to take you round there this afternoon, and," with an eager inflection "I can promise you, you'll meet about the prettiest and most charming little girl east of Suze."

A look of amusement flickered for a moment in the grave eyes of Jack Grantham as he hummed a few bars of "Never introduce your Donah to a pal."

"Look here, stow it Jack!" cried Lester catching the refrain, "you'll say so yourself, spite of your assumed indifference to the sex, when you've seen her."

"My dear boy, spare a way-worn traveller your eulogies; haven't I seek for myself, in my saunters round this giddy little planet of ours, that your charming woman is usually charming only in so far as one can bring oneself to find interest in Society small-talk, or the discussion of the latest novel?"

"All right, Jack," cried Lester gaily, as he moved away, "someday perhaps I may find an opportunity of handing those words back to you, and of writing over your door 'There lives Benedick, etc.'

"Someclay—perhaps" he murmured with a tinge of mockery. Tall, impassive Jack Grantham brought his brows together with a look of utter boredom, as he thought of the visit his friend had so obligingly accepted for him, without in the least deeming it necessary to consult his wishes. The clean cut lips and square, determined chin did not seem to belong to a will ever likely to yield against his wish. Of an age that might be anywhere between twenty eight and thirty-five, he had wandered and read, and wandered again, ever vaguely conscious of seeking something, yet not knowing what he sought. Dipping idly into Greek philosophy, he had been charmed with the doctrines of the Sceptics, only in the following week to throw over Pyrrho for Plato; and from Plato back to Omar Khayyam and his misanthropy, until like a modern Diogenes he had started again on his wanderings, still seeking he knew not what.

And now he had promised: his old school chum Ted Lester, who held a position in a local bank, to come to an anchor at Hongkong for a fortnight at least; and this was to be the outcome; a round of visits; to be trotted around like a tame bear and be exhibited. Ugh! what a bore the whole thing was. Why could he not have been blest with a nature like that of the sampan man who had pulled him ashore, that could settle down in utter contentment in the occupation of a domicile four feet by six, shared with a large family?

It was some hours later that Lester dug him up with his cheery "come along old man I am up to the Peak and pay visits." And Grantham, to please his friend, had gone.

As they sat in the cool drawing-room of Mrs. Vance, Lester noted with amusement his friend's successful efforts to appear interested in her description of the last regatta, the all absorbing topic of the moment, and then Ethel Vance came into the room and by them rose.

"Mr. Grantham, my daughter; an old school friend of Mr. Lester's," she added by way of explanation.

For a moment the cynical look faded from Grantham's eyes as they rested on the radiant loveliness of Ethel Vance; then, as he sank again into his seat, he fell to wondering how the Hongkong sun had spared such a complexion.

"Miss Vance, I wish you could rouse our friend there to take some interest in things, I can't even get him to admire the scenery of our Island."

It was Lester who spoke, and Grantham turned to meet a look of reproach in the lovely eyes of Ethel.

"Oh I do admire the place" he protested, "very pretty and all that sort of thing; though one must confess that one mountain is very much like another, and when one has seen mountains in Japan or elsewhere, one can't go into rhapsodies over the same hills a little differently arranged."

"Is not everything then, merely a matter of arrangement?" asked Miss Vance smiling, "an interesting book, for instance, is little else than a quantity of words, taken from the standard dictionary, a little differently arranged; or a soul-stirring picture is but the same-pigments that a while ago reposed in their tubes, arranged on canvas."

"Quite so, my dear young lady, everything now-a-days is just a matter of arrangement, witness our modern, matrimonial ventures."

"Oh I do think you are unjust, Mr. Grantham," impulsively, then, catching the quizzical look in his eyes, she went on confusedly, "at least, I do think that most people think of much more than convenience!"

"Possibly. Perhaps I have been unfortunate in my choice of subjects for observation, I quite agree though" he added, "that it is by far the better plan. Miss So-and-so's money is a handy help to Mr. Somebody's ambitions, and Mr. Somebody's position is flattering to Miss So-and-so's vanity. Therefore they marry. What more simple?"

"I hope then," rejoined Ethel, with a mischievous glipse at the well knit figure before her, "if only for the sake of his opinion of the race, that some day Mr. Somebody will get caught in the toils and surrender everything to Miss So-and-so."

"Thanks muchly, but I am afraid you will live to be disappointed, I think I may claim to have passed through the zone of fire of the battery of bright eyes, and come out unscathed," said Grantham quietly.

A few minutes later as they were descending in the tram, Lester turned eagerly to his friend, "Well, and what do you think of her?"

"Very pretty," laconically. "By the way what a rush this show would go with, were the ropes to break."

During the following week they met Mrs. Vance and her daughter at several houses, or called at hers, Lester seemed possessed of a miraculous faculty of divining where they would pay their next call, and when. Then, one morning as Grantham had induced Lester to join him in a walk along Plantation Road before office hours, on turning a shoulder of the hill, they came upon Miss Vance and a friend, after the necessary introductions, Ethel explained.

"Yes, I know it is unusual to be abroad at this hour, but it seems a positive crime to remain indoors on such a glorious morning as this is." Then, as they fell behind the other two she continued, "and is Mr. Grantham brought at last to a proper sense of the beauties of the Island, that he is up here at seven in the morning?"

"Admiring the arrangement" he told her. "Don't you think that little island" indicating Stonecutters, "is rather well placed with the blue sea all round it and the higher hills in the background?"

"Well placed! I think it beautiful" she cried warmly. "Oh how can you be so indifferent to the beautiful."

"Am I indifferent to the beautiful I wonder?" letting his eyes rest for a moment on the flower-like face beside him; do you know, there is something in this air of yours that seems to alter one's sentiments entirely."

"In the Island and its surroundings rather!"

"On the island" he corrected.

"Perhaps," she hazarded, then as his grave eyes met, her laughing blue ones she broke off, with a faint flush mounting to her cheeks, "see how far from the others I shall be left quite behind," and quickening their steps they rejoiced Lester and his companion.

That night, as Ethel Vance was about to retire, she threw a warm wrapper over her and throwing open her bedroom window leaned her elbows on the sill, her dimpled chin hidden in her hands. It was a glorious night, and far below her the town slumbered with just a light here and there, keeping guard over the seething population that now reposed so silently. Out in the harbour the lights of vessels at anchor flickered, and were reflected in the still waters beneath, while the stars, from interminable space above, cast down their reflections to mingle in loving fellowship with the lights of man's kindling.

The place and beauty of the scene entered into Ethel's soul as she sat there gazing out before her, a great awe filling her heart, as though she felt the presence of those intangible beings who, she had always delighted to fancy, or such a night as this, filled the air, turning men's thoughts from things evil to good

THE HONGKONG TELEGRAPH, SATURDAY, FEBRUARY 1, 1902.

ROYAL HONGKONG YACHT CLUB.

COMMODORE'S CUPS.

On Sunday, the 26th inst., the first race for the above prizes was re-sailed in a fine easterly breeze, the course being round the rock off Kau-i-chau and home.

Alannah, Bonito, Colleen, Kathleen and Min turned out in the first-class, *Erica* being an absentee. *Alannah* and *Bonito* crossed the line simultaneously just on gun-fire. *Colleen* a few seconds after, with *Kathleen* in attendance, *Min* being some way astern. *Bonito* steered a course down the centre of the harbour while the others kept more toward the Hongkong shore. *Min* for some reason went right in to the Island side and getting a foul tide was badly left. On nearing the rock where the wind had more southward in it than in the harbour, *Alannah* was just ahead of *Bonito*, with *Colleen* very close up. *Kathleen* being left behind by trying a passage through the Sulphur Channel; and this order was maintained till the rock was rounded for the thrash home, when *Alannah* was on other occasions in her contests with *Bonito* in a like wind began increasing her lead, while *Colleen* closed up a little for third place, after going like this on the starboard tack heading for *Stonecutters*; for some time, *Bonito* put about, seeing the uselessness of following the leading boat, but the steersman of *Alannah* saw this manoeuvre and also went on the port tack, leaving *Colleen* and *Kathleen* still making for the *Stonecutter's* shore. However this brought about little change, for on neaving the line it was seen that *Alannah* was still ahead of her rival for championship honours, while *Kathleen* still followed in *Colleen's* wake.

Official times at the finish were:

	H. M. S. Marks. Total.
<i>Alannah</i>	2 40 25 10 20
<i>Bonito</i>	2 44 23 4 8
<i>Colleen</i>	2 47 20 1 1
<i>Kathleen</i>	2 48 05 0 0
<i>Min</i>	3 22 10 0 0
<i>Alannah</i> thus wins the Cup with two firsts to her credit.	157

2ND CLASS—COMMODORE'S CUP, 1ST RACE RE-SAILLED.

All four boats crossed the line with spinakers to port, *Payne* getting away with a good lead from *Chanticleer* and *Maid Marian*, and *Doreen*. Not more than a length or two separated *Chanticleer* and *Maid Marian* at any time during the run down to Green Island, but both of them overhauled *Payne*; however they made the mistake of standing through the Sulphur Channel, *Payne* and *Doreen*, passing well to the north of Green Island, came right up to the other boats when abreast of Kau-i-chau. *Chanticleer* won first round the rock, *Payne*, *Maid Marian* and *Doreen* following a minute or so later in the order named. In the next home *Maid Marian* went into first place when passing Kau-i-chau, *Payne* following close in her wake as they stood over to *Stonecutters*, whilst *Chanticleer* and *Doreen* went into the other tacks and stood over to Green Island, where they got the full benefit of a foul tide. There was no change in the order after this, but *Maid Marian* slowly drew away from *Payne*, but not enough to save her time.

Doreen did not finish as she had the misfortune to carry away both her shrouds when off Green Island, the second one going as she came about to repair the first; luckily her mast did not carry away, and she was able to sail home under her jib, and balloon-jib set as a trysail. Moral—Overhaul last year's gear before trying your boat in a strong breeze. Finishing times were:

	H. M. S. nett times. marks total
<i>Maid Marian</i>	3 16 07 3 16 07 (2) 4 14
<i>Payne</i>	3 19 20 3 7 50 (1) 10 14
<i>Chanticleer</i>	3 22 45 3 21 25 (3) 1 1

The tie will be sailed off by *Maid Marian* and *Payne* to-day, starting at 2 p.m. Course—Beacon at Lyemun (port), Kowloon Rock (port), Meyer's East buoy (starboard).

CLUB RACE.

This race is fixed for to-morrow. The course is No. 13—Beacon at Lyemun (port), North Fairway Buoy (port). Thirteen miles.

PASSENGERS BOOKED FOR THE FAR EAST.

For Messageries Maritimes steamer *Annam*, from Marseilles, Jan. 12.—To Yokohama: Mr. D. Brun. To Shanghai: Messrs. Charles Crawford, Crawford, Kerr and Miss Dodgeon.

Per P. and O. steamer *Ariadna*, connecting with the steamer *Ballaarat* at Colombo, from London, Dec. 26.—To Hongkong: Mrs. Kazavet, Mr. Lomas, Mr. and Mrs. Bell and 3 children, Messrs. Lomas, A. E. Bourchier, R. Mitchell, From Marseilles, Jan. 3.—To Shanghai: Misses Caswell (2), Misses MacDonald, Carleton, Dr. and Mrs. Squibbs, Mr. T. Simons, Mr. and Mrs. W. L. Knipe, Mr. J. R. Beckett. To Hongkong: Rev. R. Evans, Messrs. P. V. Williams, S. Wicks and J. Mason.

Per P. and O. steamer *Canton*, from London, Dec. 28.—To Yokohama: Lieut. E. T. Green. To Hongkong: Mr. and Mrs. Oliver and 3 children and Mr. G. C. L. Grant.

Per P. and O. steamer *India*, connecting with the steamer *Chusan* at Colombo, from London, Jan. 10.—To Yokohama: Mrs. Wheeler, Messrs. E. Macaulay, J. Ramsden. To Hongkong: Messrs. Whittle, D. M. Mackenzie, Staff Sergeant and Mrs. J. Biles and 5 children. From Marseilles, Jan. 17.—To Yokohama: Mr. G. E. Henderson, Mr. J. Worrall and Misses Worrall (3). To Shanghai: Messrs. Raitton, W. Cowan, Dr. A. Moore. To Hongkong: Messrs. C. M. Gordon, C. J. Barnes and F. P. Adams.

Per P. and O. steamer *Ceylon*, from London, Jan. 11.—To Shanghai: Mrs. Rowbotham, and child. To Hongkong: Mr. and Mrs. Drymon. Per Norddeutscher Lloyd steamer *Sachsen*.

G. GIRAUTT: NOVELTIES, BEAUTY, FEL-DOLLS, PLEASING PARLOUR GAMES, CROQUET, &c. &c.

from Bremen, Dec. 25, and Southampton, Dec. 30.—To Yokohama: Mr. and Mrs. Ford and children, Mr. Theophil Krahl. To Shanghai: Mr. and Mrs. Jamieson, Mr. A. Rose, Miss Melcham, Messrs. Tours, Baxter, Stevens, A. E. and G. Price, H. H. Fowler, Dr. J. C. Fraser, Mr. A. Bounevaille, Misses Williams, R. Arnoit, Dr. J. C. Fraser, Messrs. H. E. Ford, H. H. Fowler, H. A. Norman, A. E. Price, G. Price, Miss H. Kramer. To Hongkong: Messrs. F. Pollock, L. W. Hicks, A. O'Sullivan, R. O'Sullivan, Revs. R. Giese, Aug. Wohlwein, Mr. M. O'Sullivan. Genoa.—To Yokohama: Lieut. S. Heydel, Mr. H. W. Moerman. To Nagasaki: Messrs. S. Schaefer, R. Teich, To Tsingtau: Dr. M. Krieger. To Shanghai: Messrs. Bergmann, Paul Baumeister, Wallmeister Flügel, Johann Gräbner, H. Heinrich, H. Hoyer, Miss Gretta Meyer, Mr. Adolph Schramm, Mr. and Mrs. Ward Hall. To Hongkong: Miss Luise Beopple, Mrs. Talitha Gensichen, Messrs. Rudolph Laurentz, F. Pollock, Rev. and Mrs. Rhein and child, Mr. and Mrs. Spangler.

Per Norddeutscher Lloyd steamer *Klondyke*, from Bremen, Jan. 9, and Southampton, Jan. 14.—To Yokohama: Miss E. Griffin, Messrs. Z. Yach, W. R. Bennett and E. J. Uders. To Shanghai: Mr. G. F. C. Dobson. To Hongkong: Dr. Cross, Mr. and Mrs. W. A. H. Moule, Miss M. E. Darley, Mr. and Mrs. Jones, Miss Warr, Dr. Kirkwood, Misses Gordon, Jackson, Mr. Vuillamy, Misses Dopping-Heppenstall and Lamb.

EXCHANGE.

Hongkong, 1st February. ON LONDON, Telegraphic Transfer ... 1/10 Bank Bills, on demand ... 1/10 1/16 Credits, 4 months' sight ... 1/10 9/16 D'ments, 4 months' sight ... 1/10 9/16 ON BERLIN, (demand) ... M. 1.78 ON PARIS, Bank Bills, on demand ... 2.31 Credits, 4 months' sight ... 2.35 ON NEW YORK, Bank Bills, on demand ... 4.41 ON HOMBAY, Telegraphic Transfer ... 1.38 On demand ... 1.37 ON SHANGHAI, Telegraphic Transfer ... 7.28 Private, 30 days' sight ... nom. Sovereigns, Bank's Buying Rate ... \$10.82 Gold Leaf 100 touch, per tael ... 55.85 Bar Silver ... 25.85 Dollars ... nom.

OPIUM QUOTATIONS.

Hongkong, 1st February. To-day's quotations are as follows:—
BENGAL—New Patna @ \$910
Old Patna @ 920
New Benares @ 907
Old Benares @ 920 nom. Per picul.
MALWA—New @ \$900/910
Last year's @ 920/940
2/3 year old @ 920/930
3/4 years old @ 930/940
Pattapore @ 940
PERSIAN—Superior drug was sold @ 600

BANK NOTES AND WRECKS.

The Government at Washington destroys about \$300,000 worth of paper money every day: worn-out stuff that is worthless as currency. They turn it into pulp and afterwards it is made into can wheels. In that form it may circulate several years more. For every note thus destroyed a new one of the same denomination is manufactured. Therefore don't worry. There will always be bank notes enough for us; the only trouble is to get them safely and snugly lodged in our pockets. And that is as hard a trick in America as it is in England.

Gold and silver coins also wear out, and go to the melting pot to be recast. Wherever there is friction there is destruction more or less rapid.

It is the tendency of things to go to pieces that led Mrs. Elizabeth Shirt to speak of herself as a physical wreck. Ships that get fast, are rocks and are there hammered into bits by the waves, obviously suggesting the comparison.

In her own account, written on the 10th August, 1900, she gives us the main facts. There is nothing novel in them, which is all the worse; for if like her are common, the reasons for trying to prevent them, to cure them, are all the more imperative and pressing. Suppose, out of every four vessels navigating English waters, at least one gets wrecked between the Scillies and the Isle of Wight?

Why, man, it would almost wake up the Admiralty. And yet the community is full of just such "physical wrecks" as Mrs. Shirt says she was. Surely there must be both weak vessels and bad steering in this part of the ocean.

In plain talk her story runs this way:—For fully twenty years I speak to brachitis and indigestion. I have never free from these ailments; never well. Even in the best of the summer weather my breathing was bad enough as ever the cold and wet of winter had in it laid me up altogether.

"In December, 1897, the influenza gripped tight hold of me and for some days my condition was critical. At last after a stiff fight, I recovered from the influenza, but it left me weak and exhausted, with the bronchitis worse than before."

"Nearly everything I ate made me sick or else caused a sinking, gnawing pain in the chest, as if something wanted to come up but could not."

"There are certain complaints which seem to do more damage with their tails than with their jaws;—whales do when they fight sailors in the sea. One of the worst of these is influenza: its action on the stomach and on the nerves that control digestion leaves them like a house without door or windows—open to every thief and stamp who comes along."

"Well," continues Mrs. Shirt, "this will help you understand what I mean by a physical wreck. Sometimes I had to give up a fish out of water and was so wheezy my breathing could not head all over the house."

"Then," says Mrs. Shirt, "a dry, hard cough fastened on me and shook my body through and through. Sometimes I got black in the face with it, and the sweat rolled off me as if I were in a steam bath. Often I thought I should burst a blood vessel and die right out of hand."

"My sleep was broken, and I ate so little, that a mere walk across the room tired me more than when I walked for miles. Then there was that queer thump, thump, thump, at the top of my head; what caused it I don't know."

"My face was the colour of mahogany and I was such a wreck I fancied my time in this world was nearly up."

"The doctor attended me for a long while and did all he could, but when at last I was sure his medicine was doing more good I gave over taking it and began taking Mother Seigels Syrup. And that helped me as a mother's hands under its arms; helps a toddling baby."

I was better from the first bottle, and went on taking the Syrup and improving until I was completely cured. This was three years ago, and I have never had a touch of my old complaint since. I cannot tolerate the Syrup enough." (Signed) Elizabeth Shirt, Hibbert Street, Newtown, New Mill, Near Stockport.

Oh, how many "physical wrecks" Mother Seigels medicines have rebuilt and sent sailing again over life's great ocean!—[Advt.]

G. GIRAUTT: NOVELTIES, BEAUTY, FEL-DOLLS, PLEASING PARLOUR GAMES, CROQUET, &c. &c.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
YOKOHAMA and KOBE	"TINIAN"	3rd February.
AMOY and SHANGHAI	"WH. MPOA"	12th February.
ILIOLO and CEBU	"KAIFONG"	14th February.
MANILA	"CHANGSHA"	20th February.
SINGAPORE, PORT DARWIN, THURSDAY ISLAND, COOTKOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	20th February.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fit throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PYERHUS"	3rd February, 1902.
"	"ULYSSES"	10th "
"	"TYDEUS"	15th "
"	"ANTENOR"	20th "
"	"CALCHEA"	26th "
"	"NESTOR"	6th March,
"	"DARDANUS"	12th "

HOMewardS.
FOR LONDON.

"STENTOR"	4th Feb., 1902.
"IDOMENEUS"	18th "
"AJAX"	4th March,
"ULYSSES"	15th "
"ANTENOR"	20th "
"TANTALUS"	25th Feb., 1902.
"TYDEUS"	15th Mar., "

For Freight, apply to

BUTTERFIELD & SWIRE,
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PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA,"

and

"KNIGHT COMPANION,"

between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION," will be despatched for PORTLAND (OR.) on or about the 13th February.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to THE PORTLAND AND ASIATIC STEAMSHIP CO.

Hongkong, 21st January, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 2nd February.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	TUESDAY, 4th February.
FOR TAMSUI*	"DAIGI MARU"	T. Kiyo	MONDAY, 10th February.
FOR FOOCHOW*	"ANPING MARU"	K. Suzuki	WEDNESDAY, 12th February.

* VIA SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st January, 1902.



TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

A TRIP TO MANILA AND BACK IN EIGHT DAYS OVER THE CHINESE NEW YEAR HOLIDAYS.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons, Captain Tate, will be despatched hence for MANILA, on or about THURSDAY,

the 6th February, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed.

A LIMITED NUMBER of First and Second Class SPECIAL RETURN TICKETS will be issued FOR MANILA AND BACK, available for this Trip only.

The steamer will be back here on or about the 14th February.

For Freight, Passage, and further information, apply to

THE MITSUI BUSSAN KAISHA, Agents.

No. 6, Ice House Street, Corner of Des Voeux Road, 1st floor.

Hongkong, 27th January, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Tadd, will be despatched as above on TUESDAY, the 4th February, at 2.30 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 29th January, 1902.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI."

Captain Hill, will be despatched as above on WEDNESDAY, the 5th February, at 5 P.M.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 30th January, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID,

Fiume and TRIESTE.

(Taking Cargo at through rates to the BRAZILS,

to SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Mosca, will be despatched as above on TUESDAY, the 18th February, P.M.

This steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 26th January, 1902.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAICHING."

Captain Davis, will be despatched for the above Ports, TO-MORROW, the 2nd instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 1st February, 1902.

Douglas Lapraik & Co.

THE HONGKONG TELEGRAPH, SATURDAY, FEBRUARY 1, 1902.

Post Office.

A Mail will close—

For Canton—Per *Powan*, to-morrow, the 2nd instant, at 9 A.M.
For Canton—Per *Fatshan*, on Monday, the 3rd instant, at 7:30 A.M.
For Haiphong—Per *Hanoi*, on Monday, the 3rd instant, at 9 A.M.
For Nanking—*Kuangshun*, on Monday, the 3rd instant, at 11:55 P.M.
For Kunchuck and Saimnien—Per *Tung-kong*, on Monday, the 3rd instant, at 3 P.M.
For Yokohama and Kobe—Per *Tsuan*, on Monday, the 3d instant, at 4 P.M.
For Canton—Per *Hawick*, on Monday, the 3rd instant, at 5 P.M.
For Swatow, Amoy and Foochow—Per *Thales*, on Monday, the 3rd inst., at 5 P.M.
For Swatow, Amoy and Anping—Per *Maiduru Maru*, on Monday, the 3rd inst., at 5 P.M.
For Shanghai and Port Arthur—Per *Annam*, on Monday, the 3rd instant, at 5 P.M.
For Bangkok—Per *Pitchaburi*, on Tuesday, the 4th instant, at 9 A.M.
For Moji and Tacoma—Per *Clavering*, on Tuesday, the 4th instant, at 9 A.M.
For Shunghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic*, on Tuesday, the 4th instant, at 11 A.M.
For Singapore, Penang and Calcutta—Per *Suisang*, on Tuesday, the 4th inst., at 1:30 P.M.
For Manila—Per *Zusiro*, on Tuesday, the 4th instant, at 3 P.M.
For Europe, &c., India, via Tuticorin—Per *Preussen*, on Wednesday, the 5th instant, at 11 A.M.
For Kobe—Per *Chelydra*, on Wednesday, the 5th instant, at 2 P.M.
For Manila—Per *Rosette Maru*, on Thursday, the 6th instant, at 11 A.M.
For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Glencole*, on Friday, the 7th instant, at 11 A.M.
For Singapore—Per *Shanghai*, on Friday, the 7th instant, at 11 A.M.
For Takaoo—Per *Keeling Maru*, on Friday, the 7th instant, at 5 P.M.
For Europe, &c., India, via Tuticorin—Per *Lapis*, on Monday, the 10th instant, at 11 A.M.
For Shunghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 12th instant, at 11 A.M.
For Amoy and Shanghai—Per *Whampoa*, on Wednesday, the 12th instant, at 4 P.M.
For Singapore, Penang and Bombay—Per *Bornida*, on Friday, the 14th inst., at 11 A.M.
For Europe, &c., India, via Tuticorin—Per *Parramatta*, on Saturday, the 15th instant, at 11 A.M.
For Manila, Singapore, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Chang-sha*, on Thursday, the 20th instant, at 4 P.M.
For Shunghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver—Per *Athenian*, on Wednesday, the 26th instant, at 11 A.M.

RIVER STEAMERS, SCHOONERS, AND DUCHAS.

Fatshan, British steamer, 1,425; *Lossius*,—Hongkong, Canton, and Macao Steamboat Co.
Honam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hawick, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.
Hot-long, Chinese steamer, 409 tons, Captain —Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence.—*Tai On* Steamship Co.
Pak Kong, British steamer,—Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owner.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 1,41, G. F. Morrison, R.N.R.—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. MacKenzie,—Okinawa Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

Sainam, British steamer, W. Dixon,—Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.

Amoy, German steamer, 652, W. Wulf, 31st Jan.,—Haihung 28th Jan.; Rice.—Sander, Wieler & Co.

ARARA, British steamer, 2,481, Williamson, 22nd Jan.—New York 23rd Nov., Case Oil.—Standard Oil Co.

ARNOLD LUVKEN, German steamer, 1,070, Pansen, 30th Jan.—Moj 25th Jan., Coal.—Order.

BALIK, Russian steamer, 717, Kashkin, 12th Jan.—Manila 9th Jan., Ballast.—Order.

BYRD, Norwegian steamer, 771, Th. Carlsen, 12th Jan.—Mauritius 10th Dec., and Sina—gapore 3rd Jan., Sugar.—Sander, Wieler & Co.

CHELYDRA, British steamer, 1,574, R. Cox, 31st Jan.—Hoichow 30th Jan., General.—Jardine, Matheson & Co.

GLAVERING, British steamer, 2,155, D. Burton, 20th Jan.—Shanghai 25th Jan., General.—Doddwell & Co., Ltd.

CHINA, German steamer, 1,113, E. Krubbe, 29th Jan.—Saigon 24th Jan., Ballast.—Ton Kee.

COPTIC, British steamer, 2,744, J. H. Rindar, R.N.R., 24th Jan.—San Francisco 26th Dec., Honolulu 4th Jan., Yokohama 17th, Kobe 18th, Nagasaki 20th, and Shanghai, (Woosung) 22nd, Mails and General.—O. & S. S. Co.

DAVIN MARU, Japanese steamer, 899, T. Ogata, 29th Jan.,—Amoy and Swatow 28th Jan., General.—Mitsui Bussan Kaisha.

DIAMANT, British steamer, 1,255, J. Rattebury, 30th Jan.—Manila 25th Jan., and Amoy 28th, General.—Shewan, Tomes & Co.

EMPEROR OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 21st Jan., Vancouver 20th Dec., and Shanghai 18th Jan., Mails and General.—C. P. R. Co.

ERICA, German steamer, 1,217, Zindel, 20th Jan.,—Singapore 12th Jan., General.—Jensen & Co.

GLENCOLE, British steamer, 3,750, W. Frakes, 9th Jan.—Shanghai 6th Jan., General.—Doddwell & Co., Ltd.

<i>GUTHRIE</i> , British steamer, 2,500, W. G. Mc-Arthur, 28th Jan.—Sydney 4th Jan., Brisbane 7th, Townsville 10th, Thursday 14th, Port Darwin 17th, and Manila 25th General.—Gibb, Livingston & Co.	<i>Ocean</i> , 1st-class battleship, 12,000 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, R.N.—Hongkong.	<i>Polaris</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	<i>Nashville</i> , U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
<i>HAICHING</i> , British steamer, 1,276, W. G. Davis, 31st Jan.—Fochow 28th Jan., Amoy 29th, and Swatow 30th, General.—Douglas, Lapraik & Co.	<i>Orlando</i> , 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. Burke, R.N.—Hongkong.	<i>Shik</i> , Russian torpedo boat, 23 tons, 1 gun, 160 h.p., 16 knots.	<i>New York</i> , U.S. cruiser, 4,083 tons, Capt. B. McCallum, at Manila.
<i>HAIKONG</i> , British steamer, 1,356, S. Wilde, 27th Jan.—Swatow 26th Jan., General.—Jardine, Matheson & Co.	<i>Other</i> , torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comdr. C. P. Mansel, Hongkong.	<i>Seaf</i> , Russian torpedo boat, 350 tons, Captain Simonow, at Shanghai.	<i>Oregon</i> , 1st-class U.S. battleship, 19,280 tons, 16 guns, 11,111 i.h.p., Capt. F. W. Dickens, U.S.N., at Woosung.
<i>HAN SANG</i> , British steamer, 1,356, S. Wilde, 27th Jan.—Swatow 26th Jan., General.—Jardine, Matheson & Co.	<i>Perry</i> , 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.	<i>Skorpi</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	<i>Petrel</i> , U.S. gunboat, 92 tons, 4 guns, 1,093 h.p., Comdr. C. C. Cornwell, at Manila.
<i>HANOI</i> , French steamer, 742, P. Metices, 31st Jan.—Haiphong and Hoihow 30th Jan., Rice.—A. R. Mart.	<i>Piper</i> , twin screw, and-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.	<i>Spoon</i> , Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.	<i>Princeton</i> , U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Manila.
<i>HANOU</i> , French steamer, 742, P. Metices, 31st Jan.—Haiphong and Hoihow 30th Jan., Rice.—A. R. Mart.	<i>Rambler</i> , surveying-ship, 83 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.	<i>Sheridan</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	<i>Schadis</i> , U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
<i>HATON</i> , French steamer, 742, P. Metices, 31st Jan.—Haiphong and Hoihow 30th Jan., Rice.—A. R. Mart.	<i>Redpole</i> , 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Singapore.	<i>Strauss</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	<i>Wheeling</i> , U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
<i>HAWICK</i> , British steamer, 1,276, W. G. Davis, 27th Jan.—Bangkok 26th Jan., Rice.—A. R. Mart.	<i>Revel</i> , 1st class, Russian torpedo boat, 81 tons, 3 guns, 2,200 h.p., speed 12 knots.	<i>Wilming</i> , U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.	<i>Wilming</i> , U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
<i>HAY</i> , British steamer, 1,240, W. L. Jones, 26th Jan.—Canton 25th Jan., General.—Butterfield & Swire.	<i>Riviera</i> , 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Watts Jones, en route Singapore.	<i>Yorktown</i> , U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.	<i>Yosemite</i> , U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
<i>HENRY</i> , British steamer, 1,021, C. Fuchs, 24th Jan.—Bangkok 17th Jan., Rice.—A. R. Mart.	<i>Rambler</i> , surveying-ship, 83 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.	<i>Zafiro</i> , U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.	
<i>HESPEL</i> , German steamer, 995, G. Wendig, 27th Jan.—Bangkok 20th Jan., General.—Melchers & Co.	<i>Royal</i> , river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtsze.		
<i>HESS</i> , German steamer, 1,000, C. Henrichsen, 30th Jan.—Cardiff and Coal—Arnold, Karberg & Co.	<i>Swift</i> , 1st class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong.		
<i>HETZER</i> , German steamer, 952, W. Wiese, 23rd Jan.—Saigon 19th Jan., Rice-flour.—East Asiatic Trading Co.	<i>Taku</i> , torpedo-boat destroyer, 250 tons, in reserve Hongkong.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Talbot</i> , 2nd-class cruiser, 5,600 tons, 12 guns, 8,000 i.h.p., Capt. F. G. Stopford, Riung-kong.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Terrier</i> , 1st class, Russian torpedo boat, 96 tons, 3 guns, 2,100 h.p., speed 22 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Ushiro</i> , Russian torpedo boat, 140 tons, 4 guns, 1,200 i.h.p., Capt. Boett John, Shanghai.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Vesuvio</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Worms</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Yach</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Zetland</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Zimmer</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Zoar</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Zulu</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Zurich</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Zyklon</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Zyklon</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Zyklon</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Zyklon</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.	<i>Zyklon</i> , 1st class, Russian torpedo boat, 81 tons, 2 torp tubes 1,100 h.p., speed 12 knots.		
<i>HILDEBRAND</i> , German steamer, 1,000, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—			